

## INFORMATION REPORT

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1. Inland navigation was gradually resuming operations on the Pearl, East, West, and North Rivers in December 1949. Most of the ships which fled to Hong Kong and Macao before the fall of Canton have returned, and of the 678 vessels operating, 217 are on regular schedules. Although regular sea transportation has not returned to normal, five thousand river vessels carrying a total of three hundred thousand tons of cargo entered and departed from Canton harbor.
2. The system which centers at Wuhan (Wuchang-Pankow) is also normal again. Routes are open on the Yangtze River to Chungking and Shanghai; on the Han (漢) River to Hsiangyang (112-04, 32-01) and Fengcheng (112-04, 32-02); on the Hsiang (湘) River to Changsha; and on the Kan (贛) River to Nanchang. Transportation has been resumed on other waterways such as the Chia (賀) River (111-, 28-) and the Li (漓) River (111-, 29-). The majority of these routes have regular service for both freight and passengers.
3. During the first four months of the Communist occupation, vessels frequently ran aground because the beacons, buoys, and lighthouses which had been destroyed in the fighting had not yet been repaired. Special safety regulations for navigation were therefore issued on 20 November 1949 by the Central China authorities, and the shipping administration was ordered to inspect all vessels, crew members, and pilots, and to restore navigation aids. This task was almost completed by the middle of January 1950, but registration of vessels and tests for pilots were still going on in the Yangtze area.
4. The Shipping Promotion Association (航業協進會) and the Shiping Union (船業工會) have been asked by the Waterway Transportation Bureau to direct their specialists in various fields to organize a Central China Navigation Supervision Committee (華中航行指揮委員會) to handle all inland transport problems.

This document is hereby regraded to  
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letter of 16 October 1978 from the  
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